



DEPARTMENT OF THE ARMY  
DETROIT DISTRICT, CORPS OF ENGINEERS  
BOX 1027  
DETROIT, MICHIGAN 48231-1027



IN REPLY REFER TO:

**OCT 17 2002**

Planning Division  
Environmental Analysis Branch

Ms. Sue Datta, AICP  
Project Manager  
Michigan Department of Transportation  
Metro Region Office  
18101 West Nine Mile Road  
Southfield, Michigan 48075

Dear Ms. Datta:

We are writing in response to your August 20, 2002, correspondence on the proposed widening of I-75 between 8 Mile Road and M-59, Oakland County, Michigan. In accordance with our responsibilities, the following comments are provided under our civil works/floodplain management program and our regulatory program.

Our civil works program does not include any current or future plans to develop waterways in the vicinity of your project; however, we are currently involved in designing a segment of the Oakland County Drainage District's Twelve Town Drain Environmental Infrastructure Project. Further coordination would be necessary to determine if the proposed I-75 widening would impact this project. You can contact our project manager, Pat Kuhne, at 313-226-6767 for more information on the Twelve Town Drain project.

Our Floodplain Manager notes that the proposed I-75 widening would involve a number of communities that participate in the Regular Phase of the National Flood Insurance Program (NFIP). Flood elevations for waterways in the project vicinity are delineated on the applicable NFIP Flood Insurance Rate Maps. We recommend that you coordinate the proposed I-75 widening with local officials and with the Michigan Department of Environmental Quality, Land and Water Management Division, Hydraulic Studies Unit (517-335-3181) regarding the applicability of a floodplain permit prior to construction. This coordination would help insure full compliance with local and state floodplain management regulations and acts. If you obtain any information indicating that your project would be impacting a flood plain, you should consider other sites. This would be consistent with current Federal policy to formulate projects that, to the extent possible, avoid or minimize adverse impacts associated with the use of the flood plain.

Our Regulatory Office has reviewed your proposal for regulatory compliance pursuant to Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act. No

activities under the Corps of Engineers' regulatory jurisdiction may commence without prior Corps' authorization. The proposed widening of I-75 between 8 Mile Road and M-59 is outside of our regulatory jurisdiction and, as such, a Department of the Army permit is not required. Please contact the Michigan Department of Environmental Quality, Land and Water Management Division, Permit Consolidation Unit (517-373-9244) for a determination of any state permit requirements. Please note this is a preliminary review and does not represent a comprehensive public interest review such as would occur during a permit application evaluation process.

We appreciate the opportunity to comment upon your project proposal. Any questions regarding our civil works/floodplain management program can be directed to Mr. Charlie Uhlarik, Planning Branch, at 313-226-6753. Questions regarding our regulatory program should be directed to Mr. Robert Tucker, Chief, Enforcement Branch, Regulatory Office, at 313-226-6812 (Reference file 02-263-001-0). Other environmental review questions may be directed to Mr. Paul Allending at 313-226-7590.

Sincerely,



for

Les E. Weigum  
Chief, Environmental Analysis Branch



JENNIFER M. GRANHOLM  
GOVERNOR

STATE OF MICHIGAN  
DEPARTMENT OF ENVIRONMENTAL QUALITY  
LANSING



STEVEN E. CHESTER  
DIRECTOR

March 14, 2003

Ms. Margaret Barondess, Manager  
Environmental Section  
Project Planning Division  
Michigan Department of Transportation  
P.O. Box 30050  
Lansing, Michigan 48909

Dear Ms. Barondess:

SUBJECT: I-75 Planning Study in Oakland County- Purpose and Need

We have reviewed the Purpose and Need documentation that was provided in your March 3, 2003, correspondence. As described in the March 2003, Scoping Information Report, the proposed project includes transportation improvements on I-75 between 8 Mile Road and M-59 including the potential for a new forth lane. It is our understanding that a Draft Environmental Impact Statement will be developed to evaluate the proposed alternatives for this project.

The document indicates that the purpose of the project is to:

- 1) Improve travel efficiency and roadway capacity in the I-75 corridor by upgrading, where feasible, road segments, interchanges, and bridges to modern standards and making other transportation improvements (including the use of Intelligent Transportation Systems) designed to accommodate projected year 2025 traffic volumes.
- 2) Improve the physical condition of existing bridges and road segments.
- 3) Improve motorist safety.

Under the National Environmental Policy Act and the Section 404 regulatory process we agree with the first concurrence point as to the purpose and need for the project investigation to continue. We have the following comment:

- Table 2-3 is called, "I-75 Roadway Features that Do Not Meet Modern Standards. Yet it lists three areas where there are no deficient features. Either the title needs to be changed or the three areas need to be dropped from the table.

May 14, 2003

We look forward to working with you in selecting the alternatives to carry forward. If you have any questions please contact me.

Sincerely,



Gerald W. Fulcher, Jr., P.E. Chief  
Transportation and Flood Hazard Unit  
Geological and Land Management Division  
517-335-3172

cc: Mr. Abdel Abdella, U.S. Federal Highway Administration  
Ms. Sherry Kamke, U.S. Environmental Protection Agency  
Mr. Craig Czarnecki, U.S. Fish and Wildlife Service  
Mr. Gary Mannesto, U.S. Army Corps of Engineers  
Ms. Mary Vanderlaan, MDEQ – S.E. Michigan District  
Mr. Alex Sanchez, MDEQ, Lansing Office



IN REPLY REFER TO:

## United States Department of the Interior

### FISH AND WILDLIFE SERVICE

East Lansing Field Office (ES)  
2651 Coolidge Road, Suite 101  
East Lansing, Michigan 48823-6316

March 21, 2003

Kurt E. Stanley  
Tilton & Associates, Inc.  
501 Avis Drive, Suite 5C  
Ann Arbor, MI 48108

Re: Endangered Species List Request, Proposed I-75 Improvement Project, Madison Heights, Troy, Bloomfield Township, Pontiac Township, Oakland County, Michigan

Dear Dr. Stanley:

Thank you for your March 3, 2003 request for information on endangered, threatened, proposed, or candidate species and critical habitat which may be present within the proposed project areas. Your request and this response are made pursuant to Section 7 of the Endangered Species Act of 1973 (the Act), as amended, (87 Stat. 884, 16 U.S.C. 1531 *et seq.*).

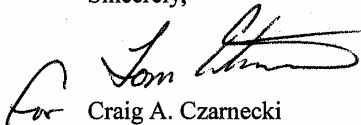
Based on information presently available, there are no endangered, threatened, proposed, or candidate species, or critical habitat occurring within the proposed project areas. This presently precludes the need for further action on this project as required under Section 7 of the Act.

We advise, however, that should a species become officially listed or proposed before completion of this project, the Federal action agency for the work would be required to reevaluate its responsibilities under the Act. Further, should new information become available that indicates listed or proposed species may be present and/or affected, consultation should be initiated with this office.

Since threatened and endangered species data is continually updated, new information pertaining to this project may become available which may modify these recommendations. Therefore, we recommend your agency annually request updates to this list.

We appreciate the opportunity to provide these comments. Please refer any questions directly to Tameka Dandridge of this office at (517) 351-8315 or the above address.

Sincerely,

  
for Craig A. Czarnecki  
Field Supervisor

cc: Michigan Department of Natural Resources, Wildlife Division, Lansing, MI  
(Attn: Lori Sargent)

MAR 25 2003



JENNIFER GRANHOLM  
GOVERNOR

STATE OF MICHIGAN  
DEPARTMENT OF HISTORY, ARTS AND LIBRARIES  
LANSING

DR. WILLIAM ANDERSON  
DIRECTOR

May 14, 2003

ABDELMOEZ ABDALLA  
FEDERAL HIGHWAY ADMINISTRATION  
315 W ALLEGAN STREET  
ROOM 207  
LANSING MI 48933

RE: ER02-293 Phase I Cultural Resources Survey, I-75 Freeway Improvement-Oakland County (FHWA)

Dear Mr. Abdalla:

Under the authority of Section 106 of the National Historic Preservation Act of 1966, as amended, we have reviewed the survey for the above-cited undertaking at the location noted above. Based on the information provided for our review, it is the opinion of the State Historic Preservation Officer (SHPO) that **no historic properties are affected** within the area of potential effects of this undertaking.

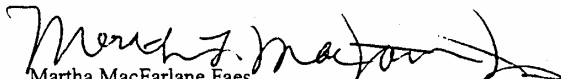
The views of the public are essential to informed decision making in the Section 106 process. Federal Agency Officials or their delegated authorities must plan to involve the public in a manner that reflects the nature and complexity of the undertaking, its effects on historic properties and other provisions per 36 CFR § 800.2(d). We remind you that Federal Agency Officials or their delegated authorities are required to consult with the appropriate Indian tribe and/or Tribal Historic Preservation Officer (THPO) when the undertaking may occur on or affect any historic properties on tribal lands. **In all cases**, whether the project occurs on tribal lands or not, Federal Agency Officials or their delegated authorities are also required to make a reasonable and good faith effort to identify any Indian tribes or Native Hawaiian organizations that might attach religious and cultural significance to historic properties in the area of potential effects and invite them to be consulting parties per 36 CFR § 800.2(c-f).

This letter evidences the Federal Highway Administration's compliance with 36 CFR § 800.4 "Identification of historic properties", and the fulfillment of the Federal Highway Administration's responsibility to notify the SHPO, as a consulting party in the Section 106 process, under 36 CFR § 800.4(d)(1) "No historic properties affected".

The State Historic Preservation Office is not the office of record for this undertaking. You are therefore asked to maintain a copy of this letter with your environmental review record for this undertaking. If the scope of work changes in any way, or if artifacts or bones are discovered, please notify this office immediately.

If you have any questions, please contact Brian Conway, Environmental Review Specialist, at (517) 335-2721 or by email at [ER@michigan.gov](mailto:ER@michigan.gov). **Please reference our project number in all communication with this office regarding this undertaking.** Thank you for this opportunity to review and comment, and for your cooperation.

Sincerely,

  
Martha MacFarlane Faes  
Environmental Review Coordinator

for Brian D. Conway  
State Historic Preservation Officer

MMF:DLA:ROC:bgg

Copy: Lloyd Baldwin, MDOT

STATE HISTORIC PRESERVATION OFFICE, MICHIGAN HISTORICAL CENTER  
702 WEST KALAMAZOO STREET • P.O. BOX 30740 • LANSING, MICHIGAN 48909-8240  
(517) 373-1630  
[www.michigan.gov/hal](http://www.michigan.gov/hal)



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 5  
77 WEST JACKSON BOULEVARD  
CHICAGO, IL 60604-3590

MAY 23 2003

REPLY TO THE ATTENTION OF:

B-19J

Mr. Abdelmoez A. Abdalla  
Environmental Program Manager  
Federal Highway Administration - Michigan Division  
315 W. Allegan St. Room 207  
Lansing, Michigan 48933

Re: Concurrence on Purpose & Need Information Provided in I-75 Oakland County  
Planning/Environmental Study, Scoping Information, March 2003

Dear Mr. Abdalla:

The U.S. Environmental Protection Agency (U.S. EPA) has reviewed your letter of April 9, 2003 and the enclosed I-75 Scoping Information. You requested that our agency provide comments and concurrence on Purpose and Need for this project.

We have reviewed the final scoping package with particular attention on the Planning Basis and Need for the Proposed Action chapter. Information regarding the existing level of service and future traffic projections for Oakland County in the I-75 corridor area demonstrate the need for some type of action in the future. We also note that the condition of the existing roadway and bridges also require some type of future action. We believe that this information shows that there are substantial issues or needs to be addressed.

The scoping package states the following:

Based on this background, the purpose of the project is to:

1. Improve travel efficiency and roadway capacity in the I-75 corridor by upgrading, where feasible, road segments, interchanges, and bridges to modern standards and making other transportation improvements (including the use of Intelligent Transportation Systems [ITS]) designed to accommodate projected year 2025 traffic volumes;
2. Improve the physical condition of existing bridges and road segments; and,
3. Improve motorist safety

Although we concur that the scoping package does explain much about needs in the project area, we believe that the project statement above may preclude alternatives that do not include increased travel lanes on I-75. We encourage the Federal Highway Administration (FHWA) and Michigan Department of Transportation (MDOT) to frame the purpose and need statement in broad enough terms so that other alternatives (i.e., High Occupancy Vehicle lanes and transit

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along Woodward Avenue) that could improve travel efficiency in the study area, other than capacity increases on I-75, could be considered.

We would be available to discuss this topic further. If you have questions, please contact Sherry Kamke at (312) 353-5794 or via email at [kamke.sherry@epa.gov](mailto:kamke.sherry@epa.gov).

Sincerely yours,

A handwritten signature in dark ink, appearing to read "Kenneth A. Westlake". The signature is fluid and cursive, with a large, sweeping initial "K".

Kenneth A. Westlake, Chief  
Environmental Planning and Evaluation Branch  
Office of Strategic Environmental Analysis



cc: U.S. Fish and Wildlife Service  
East Lansing Field Office  
2651 Coolidge Road  
East Lansing, Michigan 48823  
Attention: Jack Dingeldine

U.S. Army Corps of Engineers  
Detroit District Office  
P.O. Box 1027  
Detroit, Michigan 48231-1027  
Attention: Gary Mannesto

Michigan Department of Environmental Quality  
Land & Water Management Division  
Transportation and Flood Hazard Management Unit  
P.O. Box 30458  
Lansing, Michigan 48909-7958  
Attention: Gerald W. Fulcher Jr., P.E.



JENNIFER M. GRANHOLM  
GOVERNOR

STATE OF MICHIGAN  
DEPARTMENT OF TRANSPORTATION  
LANSING

GLORIA J. JEFF  
DIRECTOR

July 2, 2003

Mr. Gerald Fulcher  
Transportation and Flood hazard Management Unit  
Geological and Land Water Management Division  
Michigan Department of Environmental Quality  
Constitution Hall - First Floor  
525 W. Allegan Street  
P.O. Box 30458  
Lansing, Michigan 48909

Dear Mr. Fulcher:

The Michigan Department of Transportation (MDOT) has recently completed the delineation of wetlands for the proposed widening of I-75 between 8 Mile Road and M-59 in Oakland County, Michigan. The results of the delineation indicate that approximately one acre of wetlands would be impacted by the proposed project. Previously, MDOT estimated that eight acres of wetlands would be impacted. However, after working closely with the Michigan Department of Environmental Quality (MDEQ), the wetland impacts were reduced from eight acres to one acre. The types of wetlands being impacted include: palustrine emergent and palustrine scrub/shrub. As a result of this change in wetland impacts, the 404 regulatory process will no longer be required for this project.

Your continued involvement and participation in the review and comment of this project is highly valued. MDOT will continue to involve your agency in the review of the Environmental Impact Statement (EIS).

Thank you for your cooperation and interest in this project.

Sincerely,

Margaret M. Barondess, Manager  
Environmental Section  
Project Planning Division

cc: J. J. Steele, FHWA  
File

MURRAY D. VAN WAGONER BUILDING • P.O. BOX 30050 • LANSING, MICHIGAN 48909  
www.michigan.gov • (517) 373-2090



U.S. Department  
of Transportation

Federal Highway  
Administration

Michigan Division

315 W. Allegan St., Room 207  
Lansing, Michigan 48933

September 25, 2003

Mr. Kenneth A. Westlake, Chief  
Environmental Planning and Evaluation Branch  
United States Environmental Protection Agency  
77 West Jackson Boulevard  
Chicago, IL 60604-3590

Dear Mr. Westlake:

Proposed Widening of I-75 from M-102 (8 Mile Road) to M-59  
Oakland County, Michigan

The Michigan Department of Transportation (MDOT) has recently completed the delineation of wetlands for the proposed widening of I-75 between 8 Mile Road and M-59 in Oakland County, Michigan. Previously, the MDOT estimated that eight acres of wetlands would be impacted. Accordingly, the FHWA has requested your agency's comments and concurrence regarding the first NEPA/Section 404 merger process. The results of the delineation indicate that approximately only one acre of wetlands would be impacted by the proposed project. As a result of this change in wetland impacts, the NEPA/Section 404 merger process will no longer be required for this project.

Your continued involvement in reviewing and providing meaningful comments of this project is highly valued and appreciated. The FHWA and MDOT will continue to involve your agency in the review of the Environmental Impact Statement (EIS).

If you need more information, please do not hesitate to contact me by phone at (517) 702-1820 or via email at [abdelmoez.abdalla@fhwa.dot.gov](mailto:abdelmoez.abdalla@fhwa.dot.gov). Thank you for your cooperation and interest in this project.

Sincerely,

*a.a. abdalla*

Abdelmoez A. Abdalla  
Environmental Program Manager

For: James J. Steele  
Division Administrator

cc: Lori Noblet, MDOT, Environment



U.S. Department  
of Transportation

Federal Highway  
Administration

Michigan Division

315 W. Allegan St., Room 207  
Lansing, Michigan 48233

September 25, 2003

Mr. Craig A. Czarnecki, Field Supervisor  
U.S. Fish and Wildlife Service  
2651 Coolidge Road  
East Lansing, MI 48823

Dear Mr. Czarnecki:

Proposed Widening of I-75 from M-102 (8 Mile Road) to M-59  
Oakland County, Michigan

The Michigan Department of Transportation (MDOT) has recently completed the delineation of wetlands for the proposed widening of I-75 between 8 Mile Road and M-59 in Oakland County, Michigan. Previously, the MDOT estimated that eight acres of wetlands would be impacted. Accordingly, the FHWA has requested your agency's comments and concurrence regarding the first NEPA/Section 404 merger process. The results of the delineation indicate that approximately only one acre of wetlands would be impacted by the proposed project. As a result of this change in wetland impacts, the NEPA/Section 404 merger process will no longer be required for this project.

Your continued involvement in reviewing and providing meaningful comments of this project is highly valued and appreciated. The FHWA and MDOT will continue to involve your agency in the review of the Environmental Impact Statement (EIS).

If you need more information, please do not hesitate to contact me by phone at (517) 702-1820 or via email at [abdelmoez.abdalla@fhwa.dot.gov](mailto:abdelmoez.abdalla@fhwa.dot.gov). Thank you for your cooperation and interest in this project.

Sincerely,

*a. a. abdalla*

Abdelmoez A. Abdalla  
Environmental Program Manager

For: James J. Steele  
Division Administrator

cc: Lori Noblet, MDOT, Environment



## **Appendix B - Section 4**

### **Minutes of Scoping Meetings**

#### **I-75 Oakland County Planning/Environmental Study Scoping Meeting August 29, 2002 Troy Library – 9:30 a.m.**

**Background:** Scoping allows agencies to become familiar with a project and voice preliminary concerns about the purpose and need for a project, the alternatives to be considered, the likelihood and nature of impacts, and the methodologies to be used in the course of analysis.

**Purpose:** To solicit comment of regulatory agencies.

**Attendance:** See attached list.

**Discussion:**

Dave Wresinski chaired the meeting. First, those present were asked to introduce themselves. Several comments were made in the course of these introductions as those present indicated why they were there. For example, Tom Barwin of Ferndale emphasized the need to examine long-range land use planning for the region, noting the current lack of such a plan.

Following introductions, Jim Kirschensteiner reviewed the federal process that guides development of an Environmental Impact Statement (EIS). He noted the EIS process attempts to reach consensus but acknowledged that consensus was not always achieved. Then, Joe Corradino reviewed the project background and established the basis upon which further discussion could be undertaken, including the following:

- C. Tom Barwin asked that a survey be performed of people within a thousand feet of the interstate corridor to determine whether asthma was more prevalent in this corridor.
- R. Joe Corradino indicated while such a survey was not part of the project, zip-code based data could be gathered from the Michigan Department of Community Health on asthma conditions in Oakland County. Joe Corradino also noted air toxics would be covered as much as EPA has information on that subject. He also said that the indirect (secondary) and cumulative impact analysis would look at population shifts. Regarding land use, he noted that SEMCOG's data are a buildup of population and employment drawn from the constituent members of SEMCOG.

- C. Tom Barwin noted that housing at the north end of the corridor was in the high-end of the market and the result was an effective trapping of the poor in the inner suburbs.
- R. Jim Kirschensteiner noted that the environmental justice analysis would cover such socioeconomic issues.
- C. Dennis Toffolo of Oakland County Economic Development noted that trucks needed to be moving, not at idle, and they would be both more productive and less polluting when they were moving on an improved I-75.
- C. Tom Barwin stated that I-75 over the last 30 years had been a conduit for the inner suburbs to lose population.
- C. Mayor Matt Pryor of Troy said it was a waste of money to study HOV; that that decision could be made here and now. He suggested the best course was to study only those alternatives that could legitimately be implemented.
- R. Joe Corradino responded that to ensure the viability of the study, and the underlying NEPA process, it was necessary to do an adequate analysis of HOV. He noted that the next step in the HOV assessment should be concluded within a matter of six weeks. The HOV analysis would be performed by examining the modification of the interchanges at I-696 and M-59, plus other interchanges as well as the I-75 mainline.
- C. Karen Kendrick-Hands indicated some communities have no transit service, so, if the analysis relied on the transit system in its current configuration, ridership would be understated.
- R. Joe Corradino responded that today's condition was not what was being examined. Future conditions include an expanded bus transit network, as well as the rapid transit system along Woodward Avenue.
- C. Tom Barwin asked whether the transit analysis tested increased densities around rail stations to reflect the experience of other communities around the nation.
- R. Joe Corradino responded that was not done but indicated that the computer model likely over predicts ridership, because it assumes transit characteristics, like frequency of service and travel speeds, that are very optimistic. This has the effect of counterbalancing the lack of increased density that would occur over time.
- C. Jim Schultz of the MITS Center noted that a massive signal retiming program was underway in Oakland County that would have benefits for I-75 and travel generally throughout the region.
- C. Ms. Hands made several additional points: 1) transit in a regional sense is never acknowledged in individual highway projects; 2) the major dollars involved in individual highway projects together had a cumulative cost that was very high and that transit might serve as an alternative at a much lower price; 3) transit had not been mentioned as a potential mitigating factor during construction of an improved I-75; 4) it was implicit in the I-75 EIS analysis that extensive improvements would need to be made to the alternative arterial grid system; 5) the environmental cost savings of transit should be compared to the highway

- construction cost; and, 6) the effects of the M-59 interchange should be incorporated into the I-75 project.
- R. Jim Kirschensteiner responded to the last point, indicating that the M-59 interchange had received environmental clearance in 1988 and that it had been reevaluated recently. Joe Corradino responded to the remark about transit use during construction, noting that it will be covered in the analysis, and that the effects on arterials would be covered under indirect (secondary) and cumulative impacts, for those roads where there was a 10 percent change in traffic volumes due to improving I-75. Greg Johnson added that MDOT cannot stand by and watch its roads further deteriorate.
- C. Ms. Hands indicated that level-of-service shouldn't be the only measure of effectiveness used in the evaluation.
- C. Dave Vanderveen stated that, generally, "highway dollars" were used for highway projects and "transit dollars" for transit projects so that, to some degree, the issue of financing was unique to each mode. Ms. Hands indicated that there is some flexibility in shifting Surface Transportation Program funds.
- R. Joe Corradino indicated that such shifts rely on reaching a regional decision to do so.
- C. Robin Beltramini, Councilwoman from Troy, urged that the process should move forward.
- C. Carmine Palombo from SEMCOG noted misstatements with respect to the cost of some projects. He stated that there was about a \$17 billion shortfall with respect to projects in the adopted transportation plan. Further, there was a \$1.4 billion placeholder in Southeast Michigan for proposed I-94 improvements. About 24 to 26 studies are underway and SEMCOG was working with MDOT on priorities for these projects. I-75 is one of these. Transit and ITS need funding as well. He stressed that transit should be considered seriously as a mitigation measure during construction and noted that SEMCOG's ridesharing office would certainly be involved in efforts during construction.
- C. The Road Commission for Oakland County indicated that it was waiting to see the results of the study.
- C. The Drain Office of Oakland County indicated it would comment on engineering plans once work was further along.
- R. Joe Corradino noted that a special study would be performed to develop drainage strategies that would be reviewed at a later date by the Drain Office.
- C. Dennis Toffolo indicated his concern was that factual information be brought forward and studied.
- C. John Austin of Madison Heights indicated he would like to see a full analysis of economic impacts of the HOV lanes. He further commented that he didn't know where park-and-ride lots could be built.
- R. Joe Corradino responded that the economic impact analysis requested would be performed only if the HOV lanes were carried forward as a practical alternative.



- C. Sherry Kamke of EPA said that typically, in a meeting like this, one would look at the purpose and need and alternatives and that EPA's primary interest was on natural resources, air quality, water quality, and the like. EPA is concerned about the effects of diesel on special groups. Nevertheless, she noted that a causal relationship had not been established between diesel pollution and asthma. She further indicated she believed that the analysis to date of transit and HOV appeared to be appropriate and that it was also appropriate to carry transit forward as part of the vision process. She noted further that, from the perspective of EPA, transit was a metro-wide issue.
- C. Carmine Palombo of SEMCOG indicated that it was likely that SEMCOG would work with the area's congressional delegation to seek federal dollars for an alternative analysis of rapid transit in the Woodward corridor.
- C. Alex Sanchez of the Michigan Department of Environmental Quality said his agency's concerns related to water and air quality and the effects on natural resources.
- C. Ron Ristau of SMART indicated that SMART generally agreed with the results of the model with respect to transit, but had some concerns about ridership in the 15-Mile Road area.
- R. Joe Corradino responded that The Corradino Group would take a second look in that area.
- C. Jim Kirschensteiner noted that as the I-75 project moves forward, it will have to be incorporated into a fiscally constrained long-range plan and that air quality conformity could not occur until that was accomplished. These two elements were necessary before a Record of Decision could be developed that is required to advance the project to the next step.
- C. A representative of Orion Township indicated he was concerned that I-75 improvements be extended north due to the poor level-of-service being experienced around M-24 and Baldwin Road.
- C. John Abraham of Troy stressed the desire of Troy for noise abatement in residential areas. He also noted that Troy was moving ahead on a number of arterial projects independent of the I-75 project.

The meeting concluded with a request for additional input as participants further studied the scoping document and other products of the I-75 EIS.

### Attendance

<b>Name</b>	<b>Representing</b>
Abdel Abdalla	Federal Highway Administration
John Abraham	Troy
Michael J. Allen	Madison Heights
Jon Austin	Madison Heights
Thomas Barwin	City of Ferndale
Robin Beltramini	Troy
Mary Ann Bernardi	Troy resident
Dick Cole	Royal Oak
Joe Corradino	The Corradino Group
Sue Datta	Michigan Department of Transportation
Brenda Peek	Michigan Department of Transportation
Paul Davis	Rochester Hills
Bob DeCorte	Traffic Improvement Association for Oakland County
Steve Demeter	Commonwealth Cultural Resources Group
Jerry Dywasek	Orion Township
Keisha Estwick	Orchard, Hiltz & McCliment
John Freeland	Tilton & Associates
Gerrad Godley	Rowe, Inc.
Bob Gosselin	State Representative
Steve Hinz	Federal Highway Administration
Gerald Holmberg	Road Commission for Oakland County
Linsay Jaiyesis	City of Detroit
Greg Johnson	Michigan Department of Transportation
Wayne Johnson	City of Berkley
Sherry Kamke	US EPA
Sean Kelsch	URS
Karen Kendrick-Hands	TRU
Jim Kirschensteiner	Federal Highway Administration
Sarah Lile	City of Detroit – Environmental Affairs
Art Mitchell	City of Pontiac
Carmine Palombo	SEMCOG
Jayn Page	Madison Heights
Matt Pryor	Mayor of Troy
Ron Ristau	SMART
Alex Sanchez	Michigan Department of Environmental Quality
Jim Schultz	Michigan Department of Transportation
Eugene Snowden	Oakland County Drain Office
Ted Stone	The Corradino Group
Ed Swanson	Madison Heights
Brian Tingley	Schutt & Company
Dennis Toffolo	Oakland County
J. David Vanderveen	Oakland County
Tara Weise	URS
Ken Wells	Rowe, Inc.
David Wresinski	Michigan Department of Transportation
Bill Zipp	Orchard, Hiltz & McCliment

